

**(d:) REMARKS**

By the Action, the first in the present application, the Examiner rejected claims 1-4 as anticipated under 35 U.S.C. 102(b). The remaining claims, 5-7 were rejected as obvious under 35 U.S.C. 103(a).

Claims 1 and 5 have been amended to overcome the art. Claims 2, 3 and 5 have been amended to improve clarity. The rejection of the claims is respectfully traversed. Claims 1-7 remain active. Corrected drawings, as required by the Action, have been submitted herewith.

In brief, the invention is directed to an air distribution system for a bus. The air distribution system is incorporated into the dashboard at the front of the interior to the bus. The air distribution system is directed to clearing moisture from windows next to the driver station, windows associated with a bus entry door and from the windshield. The bus entry door leads to an entry well extending below the predominant floor level of the bus's passenger compartment. Venting located near the entry door comprises a vertically elongated slit outlet, or multiple, smaller outlets vertically aligned on one another and directed from the dashboard into the entry well and against the door along one vertical side thereof.

The applied art lacks several elements of the invention as claimed in the amended claims. The patent application to Konuki, et al., JP403121919, does show an outlet vent 60 located near a bus door. However, as illustrated in Fig. 6 of the application, the vent 60 is located above the door and directs air downwardly against the door. It is thus clear that the vent 60 is not incorporated into the vehicle dashboard but located overhead of what is taken as a window 9 forming the upper portion of the door. The Nallinger '100 patent (US-P 2,746,100) was relied on only for its teaching of

a fan like distribution vent or vertically elongated outlet. Nallinger shows a nozzle 9 located along and extending upwardly from a bottom corner of a door window 19. The heat of the air is relied upon to extend clearing of fog to the upper portions of the window. There appears to be no relationship between nozzle 9 and the vehicle dashboard. The '100 patent states "The nozzle 9 and the line 8 for the latter are fastened to a rigid portion of the vehicle chassis . . ."

The arguments advanced against the current application implicitly pass over substantive limitations relating to incorporation of the vertically elongated door air distribution vent into the vehicle dash (claims 1 and 5) and application of such a vertically distributed vent to a door well compartment (claims 1 and 5). Nallinger does not show a bus entry well, but a conventional automotive application of a vent directed toward a window. The window is located in the upper half of a door which extends only from the passenger compartment floor to just below the roof of the vehicle.

Applicants have cited a new reference, United States Patent 4,888,959 to Brown, in a supplemental Information Disclosure Statement filed herewith. Brown teaches a bus HVAC system which fits within the normal or conventional exterior shell of a bus. The system distributes either heated or cooled air through lower and upper distribution lines, respectively, extending from the rear of the bus. No particular discussion of ventilation for the front entrance well is discussed.

The remaining dependent claims add still further limitations further distinguishing the present invention over the cited references.

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Applicant believes the Claims as amended, or newly submitted, are in condition for allowance and respectfully requests favorable action by the Examiner.

Respectfully submitted,



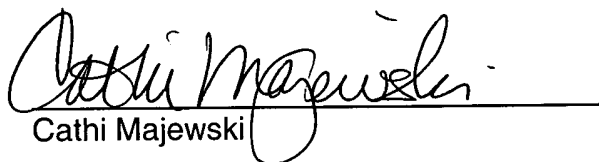
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**CERTIFICATE OF FIRST CLASS MAILING UNDER 37 CFR 1.8 (a)**

I hereby certify that this AMENDMENT is being deposited with the United States Postal Service as first class mail in an envelope addressed to: Mail Stop Amendment, Commissioner for Patents, P.O. Box 1450, Alexandria, VA 22313-1450 on or before

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